### WASHINGTON CRITIC

CITY SPECIALS

Baby Carriages and Refrigerators, Having had a great run on those \$10 partor suits of seven pieces, we turn our attention to baby carriages and refrigerators. Many will want them, and no family should, for a minute, be without them. The stock we display embraces the newer styles, the best makes and the lowest prices. The benefits of our credit system are always at the dispessal of our customers. Therefore, bring what money you have and buy what you want. That is the rule at Rudden's Furnitire. Carpet and Stove Stores, at 200 and 502 7th street northwest.

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The cheapest yet. Just read their bargains le furniture: I oak bureau, I bed stead, I washstand, I pair of feather pillows, I extra large oak table, 2 fine reed chairs, I wire mattressall these serviceable and destrable atticles, useful every day, for the small sum of \$25.00, Again they offer 6 chairs and a six foot extension table for the surprising and unprecedented price of \$10.00. And arain, c m you spare the small sum of \$10 M fs. ose out 7 piece oak dining room suite. It is a dalsy, and the price is almost nominal.

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The National Safe Deposit Company, Cor. 15th St. and N. Y. Avenue, Storage for Sliverware, Jeweiry, Laces, Fine Geods and valuables of all kinds, Charges moderate. Safe deposit boxes for rent at the very lowest rates.

### Anheuser-Busch.

New Haven, December 15, 1889. The Anhenser-Busch Brewing Association,

Gentlemen-The sample of Faust Beer lately received from you for analysis has in 100 parts by weight the following composi-

Carbonic acid gas.....

Systematic search has falled to show the presence of any adulterant, and the compo-sition is very similar to that of the Best Beer of Munich and Vienna. Yours, etc., S. W. Johnson,

Professor of Chemistry, Yale College. Washington Brauch: Fir street and Virginia avenue southwest. FRANK SCHWARZ,

Phone, 374-1.

Spring Lamb.

For spring lamb and Washington dressed beef go to J. R. Kelly, Ninth street wing, Centre Market, and N. L. Market, Flith and K. streets. ON HIS ROUNDS.

Commissioner Robert Continues His Personal Investigations.

It is hard to tell what may come out of the investigations made by Commissioner Robert. For some time he has given his personal attention to an inspection of the slums and has gathered more or less information in regard to different sections of the city. Two weeks ago, under the guidance of a member of the police force, he visited a number of the houses in "the Di-vision" and saw for himself how business was being conducted.

Last right, in company with three officers, he took in the "White Chapel" district, between Twenty fourth and Twenty-fifth and Mand N streets. This locality is inhabited almost entirely by a class of colored people, who give the police officers much trouble.

Some time ago a complaint was made

to the Commissioners that the officers in that precinct, especially Lieutenant Redgrave and Officer Healy, were guilty of drunkenness and profanity, and at times maltreated some of the people who came within their jurisdic

From the facts gathered Mr. Robert found that there were no grounds for the complaint, and that in order to deal with these people the officers had to be determined. Colonel Robert told the officers to be courteous but firm with all evil disposed people and to do their duty faithfully and nothing but their duty, and to so conduct themselves that no complaint of any nature could be made. The Commissioner wishes the police to know that he is aware they have many obstacles to overcome in the performance of their duty, and also that the Commissioners want them to know that they are standing behind the officer who faithfully does his duty.

Engineer Commissioner Robert also made a tour last night, accompanied by

a police escort, through what is known in Washington as "Hell's Bottom" He visited the saloon of Robert R Brown, in which Policeman Americus N. Crippen lost his life in Oc-tober last while bravely seeking to capture a colored man who had mor tally wounded another colored man, and who afterward ran to Brown's place to clude arrest. The place of Brown has been closed pending his application for license and statements made by the police as to its character. Colone Robert will hold an investigation in the matter at Police Headquarters this

COLLEGE DAYS RECALLED.

Graduates of Howard University Hold Their Appual Banquet

Howard University Union Alumni Association held its annual banquet last night in the university half, which was attended by some of the mest noted graduates of the instituthe mest noted graduates of the institu-tion. The toasts responded to were. The Press, by President Rankin; "The Alumni Professorship," by Jesse Lawson; "Howard Men in Medicine," Dr. G. N. Perry, "Howard Men in Business," A. F. Hilver, 'The Union Alumni Asseciation," Prof. J. M. Alumni Association, Prof. J. M. Gregory; "The Medical Faculty," Dr. T. B. Hood, "Howard Men in Law, J. Harry Smith; "The Quarter Center nial of Howard University," Prof. G.

The members of the Union Alumni Association, graduates, and invited guests present were the following: son, Miss Ellen Fisher, Miss Dora Smith, Dr. W. S. Montgomery, Jesse Lawson, H. E. Baker, Dr. John C. Norwood, Rev. S. D. Highes, Dr. T. E. Lee, Dr. E. A. Balloch and Dr. W. S. Lafton, Professors of the University—T. B. Hood, Robert Reyburn, G. W. Cook, M. F. Grakam, Kelly Miller, W. H. Seaman, D. S. Lamb, J. E. Brackett, J. Harry Smith, Dr. Bulkley and J. M. Gregory.

Improving the Mail Service. Postmaster Ross has requested the hotel-keepers in this city to report to him with regard to the mail service in connecton with the hotels, and espe-cially with regard to any complaint they may have with regard to the de-livery and collection of the mail, and also any suggestions they may have which will improve the service.

New Sleaping Cars to St. Louis. Pulimer Buffet Sleeping Cars now run through to St. Louis, via Cincimati, on the Baltimore and Ohio Vestibule Limited, leaving Baltimore daily at 2:30 p. m., Washington at 3:30 p. m., arriving St. Louis next afternoon at 6:45. A similar service is maintained on the B. & O. Express leaving Baltimore daily at 10:20 p. m., Washington 11:30 p. m., arriving St. Louis the second morning at 7:45.

THE BREWERS' BANQUET.

Eloquent Words Spoken by Congressmen and Others Last Night

The crowning feature of the meeting in Washington of the United States Brewers' Association was the banquet last night at the Arlington Hetel. was one of the most thoroughly enjoy able and successful banquets of the many similar affairs of the season, and t was estimated that the fashionable number of 400 persons sat down at the tables. The latter were beautifully decorated with flows and an orchestra rendered charming music. President Thies, J. Lefens presided.

After the recherche menu had been

heartly discussed toasts were in order. The first announced was "The United States of America." Hon, Ben Butterworth of Ohio responded in a happy manner. In the course of his remarks he said: "Among the things the Con-stitution taught us was to mind our own business and let other people's alone.

A man should be allowed to drink his own beer and kiss his wife if he wanted to without interference. The oney that the Government drew from the brewers kept the army, the doctors who attended the wounded and the ships at sea. He doubted not that there were fifty men present who paid direct tax sufficient to pay the salary of the President of the United States more than twice. These gentlemen want just and fair protection and they should

"The Senate and House of Repre sentatives" was not responded to by Hon. Joseph C. S. Blackburn, Senator from Kentucky, as intended, who was unavoidably absent, but by Representa-tive Fitch of New York. He said he did not think the brewers should be hampered by restrictive legislation, and that they should be given a full fight-

ing chance in every instance.

"The City of Washington" was responded to by Hon. John W. Douglass, president of the Board of District Commissioners. Among other things he said were: "Right in this city we have the biggest breweries on earth. In that big white building on the hill at the east of us, they brew and bottle for home consumption the biggest runs for the daily beverage of sixty millions of the dear people. Every now and then some fellow in the craft comes along with new patent yeast that will make so much quicker and stronger and more economically that you are be-witched and tempted to try it. A novel feature of this big brewing is that one marked method of modern distilling is adopted to secure a good, reliable product. Out of all these popular processes for making beer will come, I am certain, that product of increasing hap-piness for the people that shall rival in its lasting results the famed elixir of

"The United States Brewers' Associa-"The United States Brewers' Association" was responded to by Henry Clausen, jr., of New York, "The Press," by Hon. Amos J. Cummings, member of Congress from New York, and "The Ladies," by Hon. James W. Covert, member of Congress from New York. Other appropriate remarks were made by Representatives Flower of New York and Caruth of Kentucky and Mr. Simon Wolf.

TRYING THE SURGEON.

Dr. Sumby Before a National Guard Court-Martial,

Surgeon Sumby, the colored surgeon of the Eighth Battalion, District National Guard, was tried by court-National Guard, was tried by courtmartial last night charged with
drunkenness while on duty. He was
defended by Lawyers W. Calvin Chase
and E. M. Hewlett. The Court was
composed of Colonel Cecil Clay,
Second Regiment; Major Edward R.
Campbell, Fourth Battalion; Captain
John S. Miller, First Battalion; Captain
Michael Mahany, Third Battalion;
Captain Allen D. Raymond, Second
Battalion; First Lieutenant Robert H. Battalion: First Lieutenant Robert H. Wade, First Battalion: First Lieutenant Charles Ebert, quartermaster Fifth Battalion; First Lieutenant William C. Beck, adjutant Third Battalion; First Licutenant William J. Simmons, Third Battalion; First Lieutenant Hamilton Smith, Seventh Battalion; Second Licutenant Fielding L. Dodson, Seventh Battalion; Second Licutenant Henry C. Lee. Eighth Battalion.
Two of these, Licutenants Smith and
Dodson, are colored. Counsel Chase

argued that the offerme was committed when the Eighth Battalion (Capital City Guards) were on their way to New York as a separate command on a pleasure trip. The charges were pre-ferred by Major Revells, and he was the only witness examined. He testified that Dr. Sumby was in a beastly state of intoxication on two occasions in full uniform and used ungentlemanly language when he was childed. The court was adjourned until 7 o'clock this evening.

A TERRIBLE EXPERIENCE.

An Employe of the Navy Yard Whirled Around a Shafting. Yesterday afternoon George Dushane, an employe in the ordnance machine shop at the Navy Yard. met with an accident that may terminate fatally. While at work his clothes caught in a shaft and he was whipped around several times before the machinery could be stopped. He was almost completely stripped of his cothing and received numerous flesh wounds and it is feared internal injuries. Dushane was first taken to the Navy Yard Dispensary where Dr. Ober gave him necessary medical attention, and he was afterward removed to his home, No. 1932 Pennsylvania avenue southeast. His condition to day is considered quite

serious. New Route to Cleveland. Pullman sleeping cars are now running through from Baltimore and Washington to Cleveland via Canton and Akron on B. & O. R. E. Express train, leaving Baltimore daily at 8:30 p. m., Washington 9:30 p. m., arriving Canton next afternoon at \$13:23, Akron at 1:14 and Cleveland 2:30.

Who Own's the Ticket? The drawing of the tickets of the fair f the Burnside Corps has been held. Ticket 980 drew the first prize, a hand-some horse and buggy, Mrs. Helen Durfee sold the largest number of tickets, and secured a handsome sliver service, and Mrs. General Edwards ob tained the second prize, a silver soup

To Meet in this City. At the meeting of the American Medi-cal Association in Nashville yesterday. Washington was selected as the next place of meeting. Drs. C. T. Richard-son and J. B. Hamilton of this city were elected librarian and trustee of the Association Journal.

Bobuy Burns Understood It.

Hobby Burns Understood It.

"Many and sharp the numerous ills Inwoven in our frame.

More pointed still we make ourselves Regret, remorse and shame."

Among the most dangerous, as well as vexing of ills "inwoven with our frame," are Consumption, Asthma, Brenchitis, colds and lung troubles generally. However, the timely use of Dr. Pierce's Golden Medical Discovery takes away their fearful consequences, but, which neglected, leaves "regret, remorse and shame." But you need not be ashamed to ask for the "Discovery," as it has become a standard remedy, found at all the drug stores, where thousands call for it overy day, and where it is recognized as the leading medicine for all lung and throat affections.

NATIONALISM DISCUSSED.

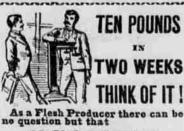
Interesting Deductions and Comparisons Between the Several Classes. "Is Nationalism a Middle-Class Movement?" This was the subject of the address before the Nationalist Club No. 1, at its last meeting, by Mr. Max George. After quoting from the Staats Zeitung to the effect that the Nationalists were a middle class affiliating neither with the wage-carners on the one hand nor the employing class on the other, the speaker was dis-posed to doubt this position, regarding the Nationalists rather as disposed to sympathize with and aid the victims of the present industrial system. A very thorough resume of the condition of the various branches of the labor world was given, the means shown by which, under competition, the small dealers were crowded out of commercial business and compelled to join the wage-workers, until substantially but two

classes would be found to exist. It was fully recognized that a state of warfare existed between the employed and their employers, and that very little bope of a peaceful solution could be rationally entertained unless the ideas propounded by Nationalists could be sufficiently popularized and understood. The address closed with a quotation from an eminent German Socialist to the effect that the present time was the dawn of a new era for the down-trodden and the light which was coming would show men their true destiny as fellow-workers in harmony and fraternity. Discussion followed the address, different members of the club taking a more hopeful view of the future than had been shown by the speaker. It was believed that the Nationalist move ment would so educate the people gen-erally in ideas of justice in the industrial world that the transition would be peaceful to a better condition. We must proceed, all the speakers agreed, step by step, doing that which was

discussion that many questions with which Nationalists were busy were not even known to many Senators and members of Congress, and hence the need of agitation and education. So much interest was developed in the subject that it was resolved to continue its consideration at a future meet

people, and that which was conse-

quently easiest to be accomplished. It was developed in the course of the



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Men's Hlack Cheviot Suits, \$6.50; former price, \$13.

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Men's Black Prince Albert Suits, \$10, former price, \$22.

Men's Black Prince Albert Suits, \$10, former price, \$22.

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Men's Black Prince Albert and Cutaway Suits, silk-lined, at less than HALF PRICE.

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Fon Pittsking and the West, Chicago Limited Express of Pullman Vestibuled Cars at 10.50 a m daily; Fast Line, 10.50 a m daily to Columbus and St. Louis, with Sleeping Cars from Pittsburg to Columbus: daily, except Saturday, to Chicago, with Sleeping Car Altoona to Chicago. St. Louis, Chicago and Cincinnati Express, 3.50 p m daily, Parlor Car Washington to Harrisburg and Sleeping Cars Harrisburg to St. Louis, Chicago and Cincinnati, and Dining Car Harrisburg to St. Louis. Western Express, at 7.40 p m daily, with Sleeping Cars Washington to Chicago and St. Louis, connecting daily at Harrisburg with through Sleepers for Louisville and Memphis. Pacific Express, 10.00 p m daily, for Pittsburg and the West, with through Sleeper to Pittsburg, and Pittsburg to Chicago.

BALTIMORE AND POTOMAC RALIROAD, Fon Kars, Canandaigua, Rochester and Niagara Falls daily, except Sunday, 1.00 a m. Fon Eniz, Canandaigua and Rochester daily; for Buffalo and Niagara daily, except Saturday, 10.00 p m, with Sleeping Car Washington to Rochester.

Fon Williamsront daily, 330 p m.
Fon Philadelymia. New York and the East, 7.30, 900, 11.00 and 11.30 p m. Chimited Express of Pullman Parlor Cars, 2.40 s m daily, except Sunday, and 5.00 p m daily, except Sunday, and 5.00 p m daily, with Dining Car.

Fon Philadelymia. New York and the East, 7.50, 900, 11.00 and 11.50 p m. On Sunday, 300, 11.40 a m, 2.10, 3.15, 4.29, 10.00 and 11.90 p m. Jimited Express of Pullman Parlor Cars, 2.40 s m daily, except Sunday, and 5.00 p m daily, with Dining Car.

Fon Philadelymia only, Fast Express 3.10 a m, week-days, and 4.00 p m daily. Express, Sunday only, 5.40 p m.

Fon Booklyn, N. Y., all through trains connect at Jersey City with boats of Brooklyn Trains leave Washington, from station, cor-ner of Sixth and B streets, as follows:

For Beston without change, 3 15 p m every day.

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For Baitmons, 6.35, 7.20, 8.10, 9.00, 9.40, 10.00, 10.50, 11:00 and 11:40 a m, 12:95, 2 10, 3.15, 3:30, 4 00, 4 20, 4 20, 4 50, 5.00, 5.40, 6.00, 7.40, 19:400 and 11:30 p m. On Sunday, 9:00, 9:05, 10:50, 11:40 a m, 2:10, 3:15, 3:30, 4:00, 4:20, 5:00, 5:40, 6:00, 7:40, 10:60 and 11:20 p m.

For Pore's Creek Link, 7:20 a m and 4:30 p m daily, except Sunday.

For Annarous, 7:20 and 9:00 a m, 12:05 and 4:20 p m. daily, except Sunday.

Washington Southern Dailway.

WASHINGTON SOUTHERN RAILWAY. FOR ALEXANDRIA, 4.30, 6.35, 7.45, 8.40, 2.45, 10.57 a m, 12.04 noon, 2 05, 5.30, 4.25, 4.55, 6 01, 5.62, 10.05 and 11.39 p m. On Sunday at 4.39, 7.45, 245, 10.57, a m, 2.30, 6.01, 8.02, and 10.05 p m.

7.40, 9.40, 10.57, a. m. 2.50, 6.01, 8.92, and 10.05 p.m.

Accommonation for Quantico, 7.45 a. m. and 4.55 p.m. week-days. 7.46 a.m. Sundays.

For Hichmond and the South, 4.50 and 10.57 a. m. daily. Accommodation 4.55 p.m. week-days.

Trains leave Alexandria for Washington, 6.05 7.05, 8.00, 9.10, 10.15, 11.07, a.m. 1.20, 3.90, 3.50, 5.10, 6.05, 7.05, 9.30, 10.37 and 11.08 p.m. On Sunday at 9.10, and 11.07 a.m.; 2.00, 5.10, 7.05, 7.29, 9.30, and 10.37 p.m.

Tickets and information at the office, northeast corner of Thirteenth street and Pennsylvania avenue, and at the station, where orders can be left for the checking of baggage to destination from hotels and residences.

General Passenger Agent.

CHAS. E. PUGH, General Manager.

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NEW YORK & PHILADELPHIA DIVISION Fon New YORK & PHILADELPHIA DIVISION FON New YORK NEW YORK & PHILADELPHIA DIVISION
Fon New York, Trenton, Newark, and Elizabeth, N. J. \*4.65, \*8.00, \*10.00, \*12.00 a, m.
\*2.50, \*4.20 and \*10.30 p, m. Buffet Parlor Cars on ad day trains. Sleeping Car on the 10.20 p, m. open at 9.00 p m.
Fon Philadelphia, \*4.05, \*8.00, \*10.00, \*12.00 moon, \*2.50, \*4.50, \*61.51 and \*10.30 p, m.
Fon Nawark, Dri. Wilmington and Chester, \*4.05, \*8.50 a, m. \*12.00 moon, \*2.50, \*4.50, \*5.15 and \*10.30 p, m.
Fon Nawark, Dri. Wilmington and Chester, \*4.05, \*8.00 a, m. \*12.00 moon, \*2.50, \*4.50, \*5.15 and \*10.30 p, m.
Fon Nawark, Dri. Wilmington and Chester, \*4.05, \*1.50 and \*12.00 p, m.
\*10.10 million of the Wilmington of the Washington, \*9.00, \*11.30 a m. \*2.00, \*3.20, \*5.00 p m. and \*12.15 night.
Trains leave Philadelphia for Washington, \*4.24, \*8.15, \*10.15, \*11.35 a m, \*1.40, \*4.31, \*5.55, \*7.32 p m.
For Atlantic City, \*4.05 a m and \*12.60 m.
\*12.15 night.
\*10.15 million of the Washington, \*4.24, \*8.15, \*10.15, \*11.35 a m, \*1.40, \*4.31, \*5.55, \*7.32 p m.
For Atlantic City, \*4.05 a m and \*12.60 m.
\*12.15 night.
\*10.15 million of the Washington, \*4.24, \*2.15, \*10.15, \*11.35 a m, \*1.40, \*4.31, \*5.55, \*7.32 p m.
\*10.15 million of the Washington, \*4.24, \*2.15, \*10.15, \*11.35 a m, \*1.40, \*4.31, \*5.55, \*7.32 p m.
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\*10.15 million of the Washington, \*4.24, \*2.15, \*10.15, \*11.35 a m, \*1.40, \*4.31, \*5.55, \*7.32 p m.
\*10.15 million of the Washington, \*4.24, \*2.15, \*10.15, \*11.35 a m, \*1.40, \*4.31, \*5.55, \*7.32 p m.
\*10.15 million of the Washington, \*4.24, \*3.15, \*10.15, \*11.35 a m, \*1.40, \*4.31, \*5.55, \*7.32 p m.
\*10.15 million of the Washington, \*4.24, \*3.15, \*10.15, \*11.35 a m, \*1.40, \*4.31, \*5.55, \*7.32 p m.
\*10.15 million of the Washington, \*4.24, \*3.25, \*3.25, \*3.25, \*3.25, \*3.25, \*3.25, \*3.25, \*

Chesapeake and Ohio Railway.

ROUTE Schedule in effect
March 2, 1890.

Trains leave Union Depot, Sixth and B
streets, 10:57 a m for Newport News, Old
Point Comfort and Norfolk daily. Arrive in
Old Point at 6:19 m m and Norfolk at 6:30 p m.
Il:24 a m—Cheinnati Express, daily, for
stations in Virginia, West Virginia, Keatucky
and Cincinnati. Vestibule sleepers through
without change to Cincinnati, arriving at 7:35
a m. a m.

11:10 p m—F. F. V. Vestibule Limited, daily, solid trains with dining cars run through without change to Cincinnati. Vestibule Siceper for Lexington and Louisville. Pullman cars are open to receive passengers at 240 n.m.

man cars are open 9:00 p. m. Office, 513 Pennsylvania avenue. H. W. FULLER, Gen. Pass. Agent.

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